



Transportation  
Security  
Administration

# TSA Grants Agreements

Program Title: Maritime Vehicle/Passenger Onsite Terminal Screening.

A. Executive Summary:

1. Agency: Department of Homeland Security.
2. Sub agency: Transportation Security Administration (TSA).
3. Funding Opportunity: TSA has \$3.69 million available to fund the evaluation of technologies at Maritime terminals for:
  - Passenger Screening for explosives
  - Vehicle Screening for explosives and/or other threats, such as chemical or biological weapons
  - Terminal Screening for other threats, such as chemical or biological weapons
4. Announcement Type: This is a modification to the initial announcement, HSTS04-04-R-RED028, that was published in 2003
5. Funding Opportunity Number: HSTS02-05-R-RED287
6. Catalog of Federal Domestic Assistance (CFDA) Number: 97.060
7. Dates: The Application closing date and time are August 17, 2005 at 4:00 P.M.
8. Additional Overview Content: Eligible applicants under this \$3.69 million award shall submit proposals for technologies designed to screen ferry passengers and their belongings, or vehicles for improvised explosive devices (IED). Proposal for other screening technologies, such as chemical or biological detection, should be submitted also for Vehicle or Terminal Screening.

**Description:**

1. Funding Opportunity Description: The Department of Homeland Security (DHS), Transportation Security Administration (TSA), Chief Technology Officer (CTO) is seeking applications for the submission of technologies that can be used to secure the ports of the United States and result in increased port security. This grant is an invitation to submit innovative system solutions built upon Commercial-Off-The Shelf (COTS) and Non-Developmental Items (NDI) technologies to screen passengers, their belongings or vehicles for explosives at ferry terminals; and to screen vehicles or terminals for other types of threats.

a. The purpose of this grant is to identify technology solutions that will provide end products that meet or exceed the needs as stated. All proposed explosives vehicle screening/passenger screening technologies must fully meet screening time requirements and respect vehicle occupant's and pedestrian's privacy rights while protecting our nation's transportation systems and ensuring freedom of movement of people and commerce. Title to any and all end products resulting from this effort shall be vested with the recipient(s).

b. The funding opportunity for this project is stated in The Maritime Transportation Security Act of 2002, 46 USC 2101, Public Law 107-295 – Nov. 25, 2002, Section 70107. Grant.

The purpose of this grant is to identify technology solutions that will provide end products that meet or exceed the needs as stated. All proposed technologies must fully meet screening time requirements and respect vehicle occupant's and pedestrian's privacy rights while protecting our nation's transportation systems and ensuring freedom of movement of people and commerce. Title to any and all end products resulting from this effort shall be vested with the recipient(s).

2. Award Information

a. The government will work cooperatively with the recipient(s) to evaluate the proposed COTS/NDI technologies. The government, through the TSA, shall advise and assist the recipient as necessary to accomplish the projects funded under this announcement. The government will review the recipient's effort on a quarterly basis.

b. Applications seeking renewal or supplementation of existing projects are not eligible to apply for this award. This program has no existing awards to renew or supplement.

c. The TSA expects to award one or more cooperative agreements resulting from this announcement. Funding under this announcement is up to \$3,690,000 based upon the availability of funds.

3. Eligibility Information

(a) Eligible Applicants. Under this program, eligible applicants include the following:

- National Laboratories
- Private Nonprofit Organizations
- Institutions of Higher Education
- Commercial Vendors, domestic and foreign
- Other Entities

(b) Ineligible Applicants

Parties that are delinquent on any federal debt, that are currently excluded (debarred) from federal procurement or non-procurement programs, or are in violation of federal laws may be ineligible. Additional Applications Not Eligible for Funding are listed below.

- Applications that do not comply with the terms of this announcement.
- Applications from U.S. Government agencies will not be considered.
- Applications in which there is a real or apparent conflict of interest.

#### 4. Cost Sharing or Matching Federal funding

Federal funds for any eligible project under this section shall not exceed 75 percent of the total cost of such project. Cost sharing funds shall be obligated during the project period. Cost sharing funds obligated shall be reflected on line 11.f. of each Request for Advance or Reimbursement, SF 270, and on line 10.b of each Financial Status Report, SF 269A. Federal Funds shall not be used for cost sharing. Cost sharing funds are subject to audit.

#### 5 Applications and Submission Information

Applicants shall submit their proposals electronically in either Word or PDF format to [Patricia.Masterson@DHS.Gov](mailto:Patricia.Masterson@DHS.Gov)

Patricia L. Masterson  
TSA Headquarters  
Office of Acquisition  
(571) 227-1587  
Email: [Patricia.Masterson@DHS.Gov](mailto:Patricia.Masterson@DHS.Gov)

#### 6. Content and Form of Application Submission

Each application shall consist of the following items:

1. Signed SF-424, Application for Federal Assistance.
2. SF-424A, Budget Information – Non-Construction Programs, OR SF-424C, Budget Information – Construction Programs.
3. SF-424B, Assurances – Non-Construction Programs, OR SF-424D, Assurances – Construction Programs.
4. SF-LLL Lobbying Disclosure form.
5. Signed Cost Share Commitment Letter.
6. Technical Proposal. The technical proposal shall include responses to all guidelines stated in Section 17.
7. Detailed Budget breakdown including breakdown of federal funds requested and budget justification. Please use the attached worksheet to support the SF-424A or SF-424C.

9. Security Plan to prevent unauthorized access to data or technical information. This will not be counted against the technical proposal page requirements.
  10. Applicant must register or be registered at [www.ccr.gov](http://www.ccr.gov) (Centralized Contractor Registration).
  11. Applicant's TIN number.
  12. Applicant's DUNS number.
  13. Key Personnel.
  14. CAGE Code. Applicants who have a CAGE code shall provide it on their proposal general information sheet.
7. Content and form or format requirements:
- (a) Applicants can submit proposals for vehicle screening, passenger screening, terminal screening or all. Applicants interested in submitting for all screening requirements must submit separate applications and provide all necessary documentation for each.
  - (b) Each technical proposal (not including the required forms listed above) must not exceed 10 double-spaced pages (including any figures, tables, appendices, etc.), and the type size shall not be smaller than 12-point type; page margins shall be no less than 1 inch from top and bottom, and left and right. The signed assurances, certifications, and proof of the federally approved indirect cost rate agreement shall be submitted with the original application only. These documents will not count against the 10-page proposal total. The page count will be limited to the Technical Proposal and detailed budget breakdown (Items 6 & 7 below). The evaluation will be limited to the first 10 pages of these items. Each of these pages shall be numbered.
  - (c) Component pieces of the application (e.g., if all copies of the application must bear original signatures on the face page or the program narrative may not exceed 10 pages). This includes any pieces that may be submitted separately by third parties (e.g., references or letters confirming commitments from third parties that will be contributing a portion of any required cost sharing).

8. APPLICATION CLOSING DATE

The application closing date and time is August 17, 2005 at 4:00 PM Eastern Standard Time.

9. Intergovernmental Review. Funding is not subject to Executive Order (EO) 12372, "Intergovernmental Review of Federal Programs."
10. Funding Restrictions

Funding will not be authorized for:

- 1) Miscellaneous or contingency items.
- 2) The purchase of materials, products, or equipment not directly in support of the primary screening objective.

11. Other Submission Requirements:

- 1) A detailed line item budget plan that assigns a separate cost for each task.
- 2) Costs may include:
  - i. Vendor training of ferry or cruise ship terminal or vessel personnel.
  - ii. Vendor personnel costs to operate equipment for a period of no less than thirty (30) days and not more than twelve (12) months, itemized by week. This should include per diem, travel, and any other necessary expenses.

12. Application Review Information

CRITERIA

Applications will be reviewed for merit based on the following criteria and technical requirements outlined in Section 17. Each criterion (factor) will carry equal importance in the evaluation.

- i. Relevance to the TSA Mission. This factor considers the relevance and importance of the proposed activities as they relate to port security.
- ii. Technical Quality of the Application. This factor considers the technical merit of the proposed approach and the probability of achieving positive results within the designated period. Proposed schedule is reasonable; Methodology is realistic; High probability of successful implementation; and Risk Management Plan is realistic.
- iii. Appropriateness and reasonableness of the budget. This factor considers whether the proposed budget is commensurate with the level of effort needed to accomplish the project objectives and whether the cost of the project is reasonable relative to the value of the anticipated results.

For example scores will be assigned to equipment rating, budget, and operational categories. Overall equipment rating will consist of: Quality of screening, screening speed, deployment speed, durability of equipment, and ease of use. Overall Budget categories will consist of: Cost of equipment operation, and cost of personnel. Overall operational rating will consist of: Impact to passenger discomfort, impact to passenger boarding, impact to vessel schedule and existing operations, impact or modification to existing infrastructure, additional burden to existing personnel, and ability to implement nationally.

13. Evaluation Criteria

## APPLICATION REVIEW INFORMATION

Applications will be initially screened for overall eligibility, completeness, and conformance with the requirements of the Announcement package.

## REVIEW AND SELECTION PROCESS

Each application, which meets the requirements of this Announcement, will be evaluated through a formal evaluation team. The team tasked with evaluating applications will be comprised of representatives with the appropriate technical expertise from Intermodal Program Office (IPO) – Maritime Passenger Security, CTO – Program Planning & Management (PPM), CTO – Operational Integration Division (OID), CTO – Technology Division, and CTO – Transportation Security Laboratory (TSL). The team will have no less than three (3) members. Evaluators will evaluate applications in accordance with the three (3) criteria. Applications recommended for funding will be forwarded to the Assistant Administrator and CTO for approval. Final approval will be made by the CTO based on availability of funding, balance/distribution of funds (e.g., geographic location, type of projects).

### 14. Award Administration Information

Information identified as sensitive security information will be handled according to procedures for handling sensitive but unclassified (SBU) information, company proprietary information, including applications, or source selection sensitive information (See 23d).

The TSA is not obligated to make any award as a result of this Announcement. The TSA will obligate funds through an award signed by the Grants Officer. Please note that the Government is not liable for any costs incurred prior to the signing of an award by the Grants Officer. The TSA will provide funding for selected projects based upon comments received from the evaluators and program manager. All projects must be completed within 12 months of the effective date of the cooperative agreement.

### 15. Award Information and Involvement Statement

The government will work cooperatively with the recipient(s) to carry out evaluation of proposed technologies related to Vehicle Screening and Passenger Screening at ferry terminals for explosives; and to Vehicle and Terminal Screening for other threats, such as chemical or biological weapons. The government, through the TSA, shall advise and assist the recipient as necessary to accomplish the projects funded under this announcement. The government will review the recipient's effort on a quarterly basis.

The TSA expects to award one or more cooperative agreements resulting from this announcement. Funding under this announcement is up to \$3,690,000 based upon the availability of funds pursuant to the Maritime Transportation Security Act of 2002, 46 USC 2101, Public Law 107-295.

### 16. Administrative and National Policy Requirements

#### **(a) Applicable Circulars**

The following Office of Management and Budget (OMB) Circulars are applicable to this Cooperative Agreement:

1. OMB Circular A-87, Cost Principles for State, Local, and Indian Tribal Governments
2. OMB Circular A-110, Uniform Administrative Requirements for Grants and other Agreements with Institutions of Higher Education, Hospitals and Other Non-Profit Organizations.
3. OMB Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations.

**(b) Applicable Code of Federal Regulation (CFR)**

The following CFRs are hereby incorporated by reference:

1. 43 CFR Part 12, Subpart D: Government Debarment and Suspension (Non-procurement) and Government wide Requirements for Drug Free Workplace.
2. 43 CFR Part 17, Subpart A: Nondiscrimination of the Basis of Race, Color, or National Origin.
3. 43 CFR Part 17, Subpart B: Nondiscrimination of the Basis of Handicap.
4. 43 CFR Part 17, Subpart C: Nondiscrimination of the Basis of Age.

17. Technical Proposal and Budget

Technical Proposal

**Vehicle Screening**

**DESCRIPTION:** The threat as it relates to vehicles carried aboard vessels is explosives or chem/bio weapons that could cause a Transportation Security Incident (TSI). The applicants shall propose screening technologies for the detection of improvised explosive devices (IED) and/or other threats. The proposed technology shall allow vehicle occupants to safely remain in their vehicles while screening. Proposed technologies shall have minimal impact on the stream of commerce.

Funding is available for technical and operational test and evaluation of prototype or commercially available products that will screen vehicles prior to loading on a ferry vessel. These technologies will be evaluated in a laboratory environment and on site (field test) at ferry terminals to develop and refine industry-wide security standards, guidance and regulations for vehicle screening. Evaluations will be conducted under government supervision and should meet high standards of data validity and analytic excellence.

This work will benchmark best practices in vehicle screening for various ferry infrastructures. The intent of this work is to gain independent data and information and evaluate screening technologies. Results of tests and evaluations will serve as the foundation to support, identify, and implement vehicle screening guidance, standards, and regulations across the nation's ferry terminals, and for establishing best practices and a working model for national application to uniformly and effectively improve U.S. port security.

### **Technical Guidelines:**

1. System must be portable, and able to be carried and emplaced by not more than a two-person team. The system must be able to be operated by not more than two persons.
2. Capable of rapid deployment and being placed into operation within 2 hours
3. Provide detection of vehicle-borne IED's and/or other threats
4. Must be a passive (non-invasive) technology safe for operators and those being screened
5. The technology shall allow vehicle occupants to remain safely in their vehicles during screening
6. Provide instantaneous feedback to operator when threats are detected
7. Technology must be able to screen a vehicle in under two minutes
8. Equipment must be able to operate between vehicle lanes, within a maximum of five feet maximum distance between vehicles
9. Screening technology cannot affect ferry arrival or departures
10. COTS or NDI technologies
11. Technology shall operate in various weather conditions

### **Passenger Screening**

**DESCRIPTION:** In the case of passengers boarding a ferry vessel, the threat is toward explosives that could cause a Transportation Security Incident (TSI). The applicants shall propose technologies to screen passengers and their belongings for improvised explosive devices (IED). Proposed technologies shall have minimal adverse impact on the stream of passengers boarding a ferry vessel.

Funding is available for technical operational test and evaluation of prototype or commercially available explosives detection products that will screen passengers prior to boarding a ferry vessel. These technologies will be evaluated, both in a laboratory environment and on site (field test) at ferry terminals to develop and refine industry-wide security standards, guidance and regulations for passenger screening. Evaluations will be conducted under government supervision and should meet high standards of data validity and analytic excellence.

This work will benchmark best practices in passenger screening for various ferry infrastructures. The intent of this work is to gain independent data, information, and evaluation of explosives detection screening technologies. Results of tests and evaluations will serve as the foundation to support, identify, and implement passenger screening guidance, standards, and regulations across the nation's ferry terminals and for establishing best practices and a working model for national application to uniformly and effectively improve U.S. port security.

### **Technical Guidelines:**

1. System must be portable, and able to be carried and emplaced by not more than a two-person team. The system must be able to be operated by not more than two persons.
2. Capable of rapid deployment and into operation within 2 hours
3. Provide stand off or remote detection of person-borne IED's
4. Must be a passive (non-invasive) technology safe for a human to operate and be screened by
5. Should demonstrate capability to be covertly deployed when required

6. Provide instantaneous feedback to operator when threats are detected
7. Screening technology cannot affect ferry arrival or departures
8. COTS or NDI technologies
9. Applicants shall propose technologies that do not require installation in a fixed checkpoint, can screen large volumes of passengers simultaneously and can operate in all weather conditions

### **Terminal Screening**

**DESCRIPTION:** Chemical and biological weapons pose a threat to maritime passenger operations within terminals. The applicants shall propose technologies to detect other types of threats, such as chemical or biological weapons. Proposed technologies shall be portable, easily operated, and have the capability for producing rapid onsite readouts.

Funding is available for technical operational test and evaluation of prototype or commercially available chemical or biological detection products for screening in vessel terminals. These technologies will be evaluated, both in a laboratory environment and on site (field test) at various maritime passenger operations to develop and refine industry-wide security standards, guidance and regulations for chemical/biological detection. Evaluations will be conducted under government supervision and should meet high standards of data validity and analytic excellence.

This work will benchmark best practices in chemical and or biological detection. The intent of this work is to gain independent data, information, and evaluation of chemical/biological detection technologies. Results of tests and evaluations will serve as the foundation to support, identify, and implement future guidance, standards, and regulations across the nation's maritime passenger industry and for establishing best practices and a working model for national application to uniformly and effectively improve U.S. port security.

#### **Technical Guidelines:**

- 1) The equipment must read samples in less than 20 minutes
- 2) System may be portable or fixed. If portable, the system must be capable of being operated by one person
- 3) Provide onsite analysis, and readout
- 4) Device must be capable of storing results
- 5) Unit must have less than one percent false positive
- 6) Operating temperature range of 40F to 105F
- 7) COTS or NDI technologies

#### 18 Additional Guidelines for Vehicle, Passenger and Terminal Screening.

- 1) Interested applicants shall certify that they are able to submit one sample for laboratory evaluation and provide up to two additional units for field-testing and evaluation in accordance with the anticipated schedule of events. Proposed amounts for one, two and three equipment samples.
- 2) Life Cycle Cost Estimates (Note 1):
  - Equipment life cycle cost estimate, including maintenance schedule, mean time between failure rates, etc.

- List of high failure rate components and their cost per item, recommended stockage rate of high failure rate components, logistic factors for spares and spare parts replenishment, spare parts list with costs per item, part numbers and/or National Stock Numbers (NSN) and suppliers.
  - Selected vendor's standard commercial practice and pricing for scheduled maintenance. If scheduled maintenance differs from standard commercial practices, it will be described and differences and associated price deltas will be provided. A schedule of maintenance throughout the life cycle of the equipment will also be provided.
  - Selected vendor's standard commercial practice and pricing for unscheduled maintenance, i.e., hourly rates, response time from receipt of request, travel charges if applicable, etc. If unscheduled maintenance practice differs from standard commercial practices, it will be described, and differences and associated price deltas will be included.
  - Specific details of proposed warranty and associated pricing.
  - A list of critical components and parts required during the life cycle of the equipment, and associated prices if not already contained in the warranty and scheduled maintenance submittals.
- 4) Updates to propose training materials, incorporating any changes recommended by the government and/or resulting from the laboratory evaluation.
  - 5) Updates to proposed operator and maintenance manuals, incorporating any changes recommended by the government and/or resulting from the laboratory evaluation.
  - 6) Factory Acceptance Test (FAT) and Site Acceptance Test (SAT) procedures.
  - 7) Installation/integration manuals.
  - 8) Past performance information regarding reliability, maintainability, and availability (RMA). Definitions of the metrics used to report the purported RMA, how they are derived, and the sample size and period of time upon which the RMA is based will be included.
  - 9) Configuration Management Plan and configuration baseline.
  - 10) Quality Assurance Plan.

## 19. Budget

### Proposed Budget.

The budget should include a breakdown of costs by task. Personnel costs are allowable for funding under this program. The proposed budget shall be prepared in the following order and must include the amount proposed for each of the following items:

1. Personnel. Identify each personnel category, the hourly rate, and the estimated number of hours directly allocable to the project. Provide a short description of the duties.
2. Equipment. Show the cost of all special-purpose equipment necessary for achieving the objectives of the project. "Special-purpose equipment" means scientific equipment having a useful life of more than 1 year and having an acquisition cost of \$5,000 or more per item. Each item should be itemized and include a full justification. (General-purpose equipment must be purchased from the applicant's operating funds.)
3. Supplies. Enter the cost for all tangible property. Separate the cost of office, laboratory, computing, and field supplies. Provide detail on any specific item, which represents a significant portion of the proposed amount. If fabrication of equipment is proposed, list parts and materials required for each and show costs separately from the other items.
4. Training. Cost of initial training provided by equipment vendor as well as any operational or maintenance support required during field-testing.

5. Services or Consultants. Identify the tasks or problems for which such services would be used. List the contemplated sub recipients by name (including consultants), the estimated amount of time required, and the quoted rate per day or hour. If known, state whether the consultant's rate is the same as s/he has received for similar services or under government contracts or assistance awards.
6. Travel. State the purpose of the trip and itemize the estimated travel costs to show the number of trips required, the destinations, and the number of people traveling, the per diem rates, the cost of transportation, and any miscellaneous expenses for each trip. Calculations of other special transportation costs (such as charges for use of applicant – owned vehicles or vehicle rental costs) should also be shown. All travel shall be in accordance with Federal Travel Regulations.
7. Audits. The fair share of the cost of the single audit is an allowable cost provided that the audit was conducted in accordance with the requirements of OMB Circular A-133, the OMB Circular A-133 Compliance Supplement, and Government Auditing Standards.
8. Other direct cost. Itemize the different types of costs not included elsewhere; such as, shipping, computing, equipment – use charges, or other services. Provide breakdowns showing how the cost was estimated; for example, computer time should show the type of computer, estimated time of use, and the established rates.
9. Total direct cost. Total items 1 – 8.
10. Facilities and Administrative Rate Agreement (Indirect Costs) – Indicate F&A rate(s). Identify cognizant Federal auditing agency and provide copy of negotiated rate agreement. If none, provide copy of most current audited actual indirect costs.
11. Amounts proposed. Total items 9 and 10.

Total project cost. Total Federal and non-Federal amounts.

## 20. Reporting

In order for the government to review the recipient's effort on a quarterly basis, status reports shall be delivered to the Grant Officer Technical Representative (GOTR). The recipient shall meet with the TSA Project Team periodically to present the project status. Exact meeting dates and locations will be specified **ONLY** by the GOTR via electronic correspondence.

## 21. TSA Contact(s)

### 1. TSA Program Manager

Tri Hoang – Research and Development  
TSA Headquarters – West Building  
Chief Technology Office, 8<sup>th</sup> floor, TSA-16, Cubicle 104S  
601 South 12<sup>th</sup> Street, Arlington, VA 22202-4220  
571-227-1164, [Tri.Hoang@DHS.Gov](mailto:Tri.Hoang@DHS.Gov)

### 2. TSA Grant Officer

Patricia L. Masterson

TSA Headquarters – West Building  
Office of Acquisition, 10W-408N, TSA-25  
601 South 12<sup>th</sup> Street, Arlington, VA 22202-4220  
571-227-1587, Patricia.Masterson@DHS.Gov

22. Other Information

Please ensure that all submissions are made electronically, and include a detailed line item budget.

23. Additional information that will assist a potential applicant

- (a) A statement as to whether there is any proprietary or restricted data in the proposal.
- (b) In meeting the requirements of this grant, the recipient shall be in a support role and will NOT be involved in the development of TSA policy, nor in any other activity that is an “inherently Governmental function”. Nothing in this grant duplicates work done under this or any other TSA contract.
- (c) Internet addresses for TSA Web sites that may be useful to an applicant in understanding the program. The Business Opportunities Link at TSA.gov. Grants.gov
- (d) Sensitive Security Information
  - i. Although records held by Federal agencies are subject to the Freedom of Information Act (FOIA), information submitted by applicants under this announcement will be considered “Sensitive Security Information” for FOIA purposes. Information on the “Sensitive Security Information” FOIA category is contained in 49 CFR Part 1520, published in the Federal Register (67 FR 8340, dated February 22, 2002). Applications may also contain “trade secret and commercial or financial information” which would not be publicly released under Exemption 4. Applications with ‘trade secrets and commercial or financial information’ should have the pertinent pages, only, so identified.
  - ii. Under 49 U.S.C. 40119 and 49 CFR Part 1520, sensitive security information is not available for public inspection or copying, and information in these records will not be released to the public. Information that may not be released may include, but is not limited to, references to vulnerabilities, risk, safeguards/mitigation (countermeasures), threats or any other information or data referred to in 49 CFR 1520.
  - iii. Applicants **must place** the following legend on their proposals and any supporting information submitted which contains information of the type described above:

***SENSITIVE SECURITY INFORMATION/FOR OFFICIAL USE ONLY  
WARNING: THIS DOCUMENT CONTAINS SENSITIVE SECURITY  
INFORMATION THAT IS CONTROLLED UNDER THE PROVISIONS OF 49  
CFR PART 1520. NO PART OF THIS DOCUMENT MAY BE RELEASED  
WITHOUT THE WRITTEN PERMISSION OF THE UNDER SECRETARY OF  
TRANSPORTATION FOR SECURITY, WASHINGTON, DC 20590.  
UNAUTHORIZED RELEASE MAY RESULT IN CIVIL PENALTY OR  
OTHER ACTION. FOR U.S. GOVERNMENT AGENCIES, PUBLIC  
AVAILABILITY IS TO BE DETERMINED UNDER 5 U.S.C. 552.***

- iv. Information identified as sensitive security information will be handled according to procedures for handling sensitive but unclassified (SBU) information, company proprietary information, including applications, or source selection sensitive information. See (a) above